

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT TRAFFIC CONTROL TOWER
P.O. BOX 5790
ROSWELL, NEW MEXICO 88202-5790
SWAT0034**

ISSUED: August 31, 2001

EFFECTIVE: September 10, 2001

ROSWELL ATC TOWER LETTER TO AIRMEN NO.01-01

SUBJECT: Practice Instrument Approaches

CANCELLATION: September 10, 2003

This Letter supersedes Roswell ATC Tower Letter to Airmen No. 99-01 issued August 15, 1999.

Pilots requesting practice instrument approaches in the Roswell Terminal Area, should specify whether they want the practice approach under Instrument Flight Rules or Visual Flight Rules; and how the approach will terminate (e.g. full stop, option, or missed approach for another practice approach). Controller separation requirements for VFR aircraft conducting practice instrument approaches will begin at the time the instrument approach clearance is issued. Controller separation requirements for IFR aircraft begin at the time the IFR clearance is issued. This separation standard shall also apply to VFR and IFR aircraft conducting practice instrument approaches at Artesia Airport.

In accordance with FAA regulations, 500 feet vertical separation may be applied between VFR aircraft and between VFR and IFR aircraft. In addition, VFR aircraft are not automatically authorized to execute the missed approach procedure. This authorization must be specifically requested by the pilot and approved by the controller. When a missed approach has been approved, separation shall be provided throughout the missed approach.

Original Signed by Charles G. Creek
And on file at Roswell ATC Tower

Charles G. Creek
Air Traffic Manager
Roswell Tower